

Everything you need to know about the new limited Nissan GT-R prototype

The recently revealed Nissan GT-R50 by Italdesign is a new prototype vehicle to commemorate the 50th anniversaries of the GT-R and Italdesign.



Source: motorpress.co.za

The car, which will make its debut in Europe next month, was developed, engineered, and built by Italdesign. The exterior and interior designs were created by the teams at Nissan Design Europe in London and Nissan Design America.

Changes to exterior design

Starting at the front, the Nissan GT-R50 by Italdesign features a golden inner element that stretches across almost the full width of the vehicle. The hood has a more pronounced power bulge, and the thin light-emitting diode (LED) headlights stretch from the wheel arch to the lip above the outer cooling intakes.

The roofline has been lowered by 54mm and features a lower centre section, while the slightly raised outer portions give the roof profile a muscular look. The signature GT-R samurai blade cooling outlets behind the front wheels have gained more prominence with a gold inlay that extends from the bottom of the doors to the shoulder line.



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The rear highlights the car's wide track with taut, muscular flares around the wheels. The shoulder line tapers around the base of the rear window and draws toward the centre of the trunk lid. The rear window line descends longer and deeper than on the standard car. Combined with more gold elements, it appears as a separate modular element of the rear structure.

The GT-R's twin round taillights have been reimagined as a separate floating feature with thin light rings and hollow centres, mounted so as to join the outer buttress and the central portion of the trunk structure. A large, adjustable rear wing,

mounted with two uprights, completes the overall look. The exterior is finished in liquid kinetic grey paint with energetic sigma gold anniversary accents.

Changes to interior design

Inside the vehicle is two different carbon fibre finishes that are extensively used across the centre console, instrument panel, and door linings, along with black Alcantara and black Italian leather on the seats.

Furthermore, gold accents echo the exterior treatment across the instrument panel, doors, and the futuristic race car-inspired switchgear. The bespoke steering wheel's central hub and spokes are made of carbon fibre, while the rim features a flat bottom and matching Alcantara trim.

The performance

Drawing on Nissan's GT3 racing experience, the Nismo organisation enhanced the hand-assembled 3.8-litre V6 VR38DETT engine to produce an estimated 720ps and 780Nm of torque.

Changes to the power plant include optimised twin high-flow, large-diameter GT3 competition-spec turbochargers, larger intercoolers, heavy-duty crankshafts, pistons, connecting rods, bearings, high-flow piston oil jets, revised camshaft profiles, higher-flow fuel injectors, and optimised ignition, intake and exhaust systems



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A revised suspension has been developed, featuring the Bilstein DampTronic I continuously adjustable damping system. For braking, the Brembo six-piston front and four-piston rear brakes feature bright red, visible callipers.

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